

JITNEY COLLECTIONS INJURE REVENUES OF TROLLEY CARS

Seven Million Fewer Fares Taken In By Street Railways This Year Than Last, Public Utilities Commissioners' Report Shows—Adams Express Shows Net Loss.

The report of the public utilities commission for the year ending June 30, 1915, shows that there are 136 public service companies under the jurisdiction of and reporting to the commission.

Four thousand, six hundred and forty-two accidents have been reported to the commission, as occurring among the several public service companies under its jurisdiction. One hundred and sixty-one were fatalities, 4,381 were accidents of a more or less serious character, and 185 accidents did not involve any personal injury. Of this total number 188 have been the subject of special investigation, and forty-one accidents have been made relative to operating and other conditions of the companies involved, as possible means whereby similar accidents may be avoided in the future. Of those accidents investigated, 113 occurred upon steam railroads, fifty-two in connection with the operation of street railways, and twenty-four were among the other classes of companies.

The annual examination of steam railroads was made in September and October, 1914, and that of the street railways in May and June, 1915. Both the railroads and street railways were found to be in good general condition and suggested improvements, following the previous examinations, were carried out. Special and careful examination was made relative to the grade crossings on the steam railroads. Following out suggestions made by the commission, the railroad companies have improved and are improving the lines of sight at grade crossings by the trimming of trees and removal of bushes, embankments, etc. Special attention was given to the similarity of some of the station names, where liability of confusion in reading train orders existed, were changed by the railroad companies on a general recommendation of the commission.

The commission has secured and presented in its report, certain information relative to the protection afforded waterworks, which, in several water companies obtain their supplies for domestic purposes, the method in use in maintaining the water supply, a paper showing the purity, and other details incident to the various privately owned water supplies throughout the state.

Electric Companies.

There are twenty-five companies engaged solely in the sale of electrical current for light and power, of which four are not operating companies. The amount invested by all companies in plant and equipment is \$15,806,136.81, representing an increase for the year of \$94,000.35. The capital stock of all companies has been increased \$116,365. There has been an increase in funded debt of \$190. The total revenue of companies engaged solely in the sale of electrical current, manufactured or bought, was \$2,522,397.86, an increase over the previous year of \$20,935.62. The total expenses for such companies was \$2,458,944.73, representing an increase of \$307,826.45. The total amount of dividends paid by electric companies decreased \$21,358. Eleven operating companies did not declare dividends. The total amount paid was \$213,148.

Express Companies.

The Adams Express Company and the American Express Company are the only public service companies operating an express business, reporting to the commission. There was a net loss from the operations of the Adams Express Company of \$316,997.66. The company pays to the New York, New Haven & Hartford Railroad Company for the use of its tracks, receipts on merchandise, and this, for the year under consideration amounted to \$2,465,702.50. The company paid to the state of Connecticut during the year taxes to the amount of \$15,524.40 and paid in dividends \$453,780. The amount of dividends paid the previous year was \$907,550. The American Express Company showed a net gain from operations for the year of \$533,312.38, paid taxes to the state of Connecticut to the amount of \$2,066.75, and also paid in dividends \$699,550, a decrease from the previous year of \$701,240. For its express privileges the company pays to the Central Vermont Railway Company 40 per cent. of its gross receipts, which for the year amounted to \$74,568.22. It handles no business to and from points in Connecticut on the New York, New Haven & Hartford Railroad, but does handle business through business from New York to Springfield, and Worcester and points beyond, in either direction.

Gas Companies.

There are twelve companies engaged solely in the manufacture and sale of gas for light and power. Two companies furnish acetylene gas and ten coal and water gas. The total amount invested in plant and equipment was \$14,740,263.67. The net increase for the year was \$4,582. The total amount of capital stock issued and outstanding was \$11,421,975, an increase for the year of \$646,830. The total amount of funded debt of all companies was \$2,270,000, an increase of \$2,000 for the year. This increase results from additions made by the Wallingford Gas Light Company to its issue of 5 per cent. first mortgage bonds due May 1, 1924. The total amount of deposits made by customers to insure payment of periodic bills was \$20,298.35. Under an order of this commission, issued June 30, 1915, the companies are required to pay interest thereon at the rate of 4 per cent. per annum payable annually or upon the return of the deposit. The time such deposit was held by the utility and the customer was served, unless such period of time be less than three months.

The total operating revenue of such companies was \$3,559,253.10, an increase of \$65,897.53 for the year. The total operating expense was \$2,897,909.62, a decrease of \$23,388.79 from that reported a year ago. The total amount paid in dividends by gas companies was \$945,380, exceeding the dividends paid the previous year by \$39,180.

Gas and Electric Companies.

There are seven companies engaged in the production and sale of both gas and electrical current. The total amount of investment in plant and equipment was \$13,466,056.33, an increase of \$1,632,228.28 over the amount invested in gas producing properties and \$3,632,228.28 in properties devoted to the pro-

duction of electrical current. The total increase during the year for both classes of producing properties was \$504,267. The total amount of capital stock issued and outstanding of all such companies was \$7,810,400. Four companies have increased their capital stock during the year to the aggregate amount of \$253,500. At the close of the year the funded debt of such companies was \$6,067,900, an increase for the year of \$155,000. The total amount of deposits made by customers to insure payment of periodic bills was \$33,651.11. The gross revenue of all companies for the sale of gas was \$943,916.97 and for the sale of electrical current \$2,614,710.29. The total expense of such companies for properties was \$741,792.32, and the operating expense of furnishing electrical current was \$1,543,027.56. These companies paid in dividends \$66,029, \$51,449.75 more than was disbursed on this account during the preceding year.

Railroad Companies.

There are eight steam railroad companies, five are operating companies and three are non-operating companies. The total investment in road and equipment of all such railroads was \$247,278,999.98, and there was invested by such companies in improvements on railroad properties leased \$4,313,633.61. There has been no increase in the capital stock issued and outstanding of railroads. The New York, New Haven & Hartford Railroad Co., which held in its treasury capital stock to the amount of \$22,899,100 has retired and cancelled this stock issue.

The total amount of rail line transportation revenue was \$70,613,476.20, a decrease from that of last year of \$1,932,451.64. With the decreased incidental revenue the total railway operating revenue showed a decrease from last year of \$2,051,576.17. Total operating expenses of all roads was \$49,773,047.76, a decrease of \$5,292,998.04. The total amount of operating revenue on railroad property for the year was \$3,069,997.93, a decrease of \$13,162.88. The gross income of all railroads was \$27,806,268.94. The total amount paid in dividends for the year was \$768,666.07, which \$444,832 was on preferred stock and \$323,834 on common stock. The only operating railroad which paid a dividend was the Central Vermont Railway Company. The total revenue from rail line transportation of this road was \$4,037,010.54, and its total operating expense was \$2,572,653.84. The total operating revenue of the New York, New Haven & Hartford Railroad Co. was \$65,379,263.71, a decrease from that reported at the close of the previous year of \$5,073,233.30. There was a decrease in freight revenue of \$1,297,820.54 and in passenger revenue of \$633,037.26. The only revenue showing an increase was that from the transportation of mail. There was a decrease in incidental operating revenue of \$54,172.07. Three sources of such revenue showed an increase, namely, parcel room receipts, freight storage and the sale of power. The total railroad operating expenses were \$44,126,623.76, a decrease as compared with the previous year of \$5,106,386.20. The expense incident to the maintenance of roadway and railroad structures decreased \$1,101,823.60. The expense of maintaining equipment decreased \$611,948.03. Traffic expense decreased \$21,865.09. The expense of transportation, which includes the great expense of station employees, trainmen and other employees connected with transportation, decreased \$3,020,432.40. A decrease in operating revenue of \$2,073,233.30 was offset by a decrease in operating expense of \$5,106,386.20.

The operations of companies classed under the head of operating companies, were attended with a loss of \$995,571.70. Of this loss, there is chargeable to the Boston Railroad Holding Company, \$131,170, and to the New York, New Haven & Hartford Railroad Company, \$864,000. The New York, New Haven & Hartford Railroad Company paid no dividends during the year. The total interest on funded debt was \$2,930,046.33, and on unfunded debt, \$1,800,276.95. The total gross income was \$24,537,132.86. Total fixed assets from gross income were \$22,049,161.42, resulting in a net increase for the year of \$2,507,971.43. The surplus at the close of the previous year was \$1,822,246.14. The surplus at June 30, 1915, was \$3,733,034.29, an increase for the year of \$1,910,788.15.

Street Railways.

There are twenty-two street railway companies, nine of which are non-operating companies. During the year, the Lordship Park Association, which operates a short line in the city of Bridgeport, has begun service operation. On November 11, 1914, the Danbury & Bethel Street Railway voted to acquire all the property, rights and contracts of the Bridgeport & Danbury Electric Railway Company, which at that time was operating five miles of single track from the terminus of the track of the Connecticut Railway and Lighting Company, over which the Connecticut Company has its cars in the city of Bridgeport, to the village of Lons Hill in the town of Trumbull, and since that date this line has been operated by the Danbury & Bethel Street Railway Company.

Water Companies.

Of the total decrease in passenger revenue of \$333,166.65, the decrease of the Rhode Island Company was \$266,792.02, and of the total decrease in operating revenue of \$416,418.66, that of the Rhode Island Company was \$235,011.07. There was an increase in all the departments of operation excepting conducting transportation and general expense. The total decrease of transportation expense, which includes compensation for the services of conductors, motormen, trainmen, power station employees and many other classes of labor, was \$711,113.18, for all companies. By eliminating the operating expense and revenue of the Rhode Island Company, there was a decrease in operating revenue of \$121,407.59, an increase in operating expense of \$59,623.94, and a net decrease in operating revenue of \$121,407.59, an increase to the companies in Connecticut. There were 7,785,563 less fare passengers carried during the year than were carried the previous year. Of this decrease, 5,222,023 passengers represent the decrease in those carried by the Rhode Island Company.

The total amount paid in dividends was \$740,804, a decrease from the amount paid the year previous of \$1,507,500. The only companies that paid dividends were the companies whose lines are leased and are not engaged in the street railway operation, with the exception of the Bristol & Plainville Tramway Company, and this company, without the addition to its net operating profit from its electric light and gas departments, of \$59,486.46, would not have been able to pay a dividend from the results of its railway operation.



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the investment in road and equipment by all street railway companies, during the year of \$805,626.75, and a total of \$1,210,407.59, an increase of \$181,841.80. Of this latter amount, \$296,228.79 was expended by the Connecticut Company and the Shore Line Electric Railway Company, the balance of \$914,178.06 was paid to employees of companies in Connecticut. For the same period the total number of employees was 5,390.

There are three telegraph and telephone companies. Of the ten telephone companies, seven are classed as Connecticut companies, although each, through its toll line service, carries through the state of Connecticut. All such companies have an investment in plant and equipment of \$14,607,283.03, of which \$14,498,176.69 represents the investment of the Southern New England Telephone Company. There has been no increase in capital stock among such companies during the year.

The total operating revenue was \$3,900,392.86, which, with the revenue from sources other than from operations, resulted in a total revenue of \$3,916,208.32, an increase over that of the previous year of \$177,985.69. The total operating expense was \$3,125,445.39, representing an increase of \$98,384.53. The total amount paid in dividends was \$701,755, of which the dividends paid by the Southern New England Telephone Company was \$700,000.

Of the telephone companies whose operations are practically without the Rhode Island Company, the investment of \$150,997,815.35. During the year the company paid 8 per cent. dividends, amounting to \$10,000,000. The American Telephone Company represents an investment in plant and equipment of \$64,774,878.30, and paid in dividends \$28,037,363.31. The Western Automobile Telephone Company represents an investment of \$188,547.89, and paid in dividends \$10,000.

Water Companies.

There are eighty-seven water companies, eighty of which are operating companies and seven non-operating companies. All such companies represent an investment of \$22,655,226.27. The total amount of capital stock of all companies is \$12,921,075.24, and the total funded debt is \$3,333,000. The total operating revenue of all companies was \$2,166,952.58, an increase of \$11,320.38 for the year. The total operating expense was \$943,068.55, an increase of \$43,953.29. The total amount paid by all these companies for interest on funded debt and other obligations was \$253,421.57, and there was paid in dividends \$793,275.75, which was \$18,566.40 more than was paid during the previous year.

Three companies report this year for the first time—the Ellington Water Company, which is the successor of the water plant formerly owned and operated by Francis M. Charter, the Kent Water Company and the Sachem's Head Water Company.

The total amount of permanent investment in plant and equipment of all public service companies under the jurisdiction of this commission is

At June 30, 1915, the total mileage of single track operated in Connecticut was 238,189, and outside of Connecticut, 341,601. The total amount paid in salaries and wages to employees of street railway companies for the year was \$6,093,696.22, and of this amount \$4,099,463.86, was paid to employees of companies in Connecticut. For the same period the total number of employees was 5,390.

ADOPT PREMIUM PLAN

To Crouch & Plassman, makers of Never-Enough bread, cakes and cookies, falls the distinction of introducing to the people of Bridgeport a brand new profit sharing plan that has become extremely popular and successful with folks in many other towns. After Saturday all Never-Enough products will contain the valuable C. C. coupons which can be exchanged for hundreds of high grade articles.

The C. C. premium system is a reputable New York concern, in the Woolworth building, which will operate a premium parlor in the Lyric theatre building, 146 Main street, which will shortly be opened. Here, residents of Bridgeport will be able to see the handsome presents which they can get in exchange for the C. C. coupons taken from the Never-Enough products, as well as those which many grocers, druggists, butchers and other local merchants will soon give out with their sales.

T. T. Tolles will represent the C. C. premium system in Bridgeport and have chance of the premium parlor and the other affairs. In a few days will be announced the opening of the premium parlor. It will be worth while for everybody to visit the store on opening day. Souvenirs for everybody is the promise.

MYSTERIES OF THE DEEP

RELATED IN LECTURE.

How science is promoted and the world at large is gaining knowledge of the hidden depths of the sea through application of the profits of gambling at Monte Carlo was told last night at the Seaside club by Dr. C. H. Townsend, naturalist-director of the New York aquarium and member of the U. S. S. Albatross deep sea expedition. The lecture, with illustrated slides showing the many marvels taken from deep waters over the world was given before the General Silliman branch, Sons of the American Revolution and was well attended. The speaker told of the financing of many expeditions through the profits of the gaming tables. A banquet was coincident with the address.

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\$827,949,549.22. Such companies have investments in securities totaling \$810,911,423.35. The capital stock issued and outstanding of all such companies is \$944,860,147.96 and the funded debt is \$545,473,260.20. All such companies paid or declared in dividends \$48,221,293.91. At the close of the year, June 30, 1915, the surplus of all such companies was \$146,151,287.88.

BUILDING NOTES

A permit for an apartment house to cost approximately \$60,000 was granted to Silvermann & Nussbaum by the building commissioners last night. The building will be of brick and will have 20 apartments. It will be located on the east side of Main street, between Sanford and Highland avenues. The estimated cost of the permits granted last night by the building commissioners was \$39,660. The permits were:

One-family dwelling, north side of Boston avenue, for Carrie E. Wheeler.

One-story brick store, north side of Sterling street, for Caroline Plone.

Frame tool shed, east side of 13 Webster avenue, for Harriet Metcalf.

Private frame garage at 153 North Washington avenue, for Marselus Sykes.

Frame barn, north side Hawley avenue, for William Mullins.

Private frame garage west side of Kosuth street, for Catherine Mulr.

Five-story brick warehouse, southwest corner Lumber and Housatonic avenue, for Logan Bros.

Adolf Sherman is to have a store and apartment house built in Warren street.

A. U. Langenberger of Park avenue has let a contract for the erection of five two-family houses in Petrie street.

Charles Schrader of 657 Laurel avenue is arranging to have a four-family house built in East Main street.

George B. Clark of Milford has purchased land in Hill avenue on which he will erect four two-family houses.

Charles Parry of State street will have a two-family house built in Bronx avenue.

Work has started on a four-family house in Bond street for A. Benick of Hillam street.

A two-family house is being constructed in Anson street for Patrick Brady.

A two-family house is being completed in Savoy street for Russell Driver of 93 James street.

A four-family tenement house is being erected in East Main street for Mrs. Michael McEaden of Fairview avenue.

William Kaplan is having a garage and storehouse for concrete erected in Barnum avenue.

J. W. Higgin is to have a two-family house built in Marion street, work on which will start Monday.

A brick building to have 13 apartments and three stores is being erected at Barnum and Summerfield avenues for Kaplan brothers.

There are optimists who figure out a profit on the post office operations, but so far they haven't made any. The Panama canal is on a dividend basis.

AMERICANS TAKE INTEREST IN WAR OBLIGATIONS BILL

London, Dec. 11.—The text of the new government "war obligations bill" which provides for the mobilization of American securities, has just been issued. The bill will be introduced in the House of Commons on Monday by Reginald McKenna, chancellor of the exchequer, who will make a statement in connection with the measure.

Provision is made by clause 2 to insure that American securities may be deposited with the treasury or may be given to the treasury in exchange for government bonds, notwithstanding that such securities may be subject to any trust and notwithstanding any provisions of trust. A company is authorized to deposit its securities notwithstanding anything in its constitution and depositors are not to be responsible for any loss arising out of the transaction.

The bill also provides that the deposit of receipts or bonds given in exchange for securities shall be regarded as the same as the original securities as far as trust provisions are concerned or for the purpose of dealing in them, advancing money upon them and so forth.

Weather Forecast

New Haven, Dec. 11.—Forecast: Increasing cloudiness to night, probably snow or rain. Somewhat higher temperature.

Connecticut: Increasing cloudiness tonight and Sunday. Probably snow and somewhat higher temperatures and fresh north winds, shifting to east.

The western disturbance has moved slowly eastward during the last 24 hours and is now central over Illinois. It is causing cloudy and rainy weather in the central districts. The front edge of the main area of low pressure is now over Ohio. A long ridge of high pressure is producing pleasant weather with low temperatures in the lake region and along the coast north of Harrisburg, Pa.

ALMANAC FOR TODAY

Sun rises 7:09 a. m.
Sun sets 4:24 p. m.
High water 2:50 p. m.
Moon sets 10:17 p. m.
Low water 9:16 p. m.

ALMANAC FOR SUNDAY

Sun rises 7:10 a. m.
Sun sets 4:24 p. m.
High water 2:50 p. m.
Moon sets 11:20 p. m.
Low water 10:21 p. m.

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